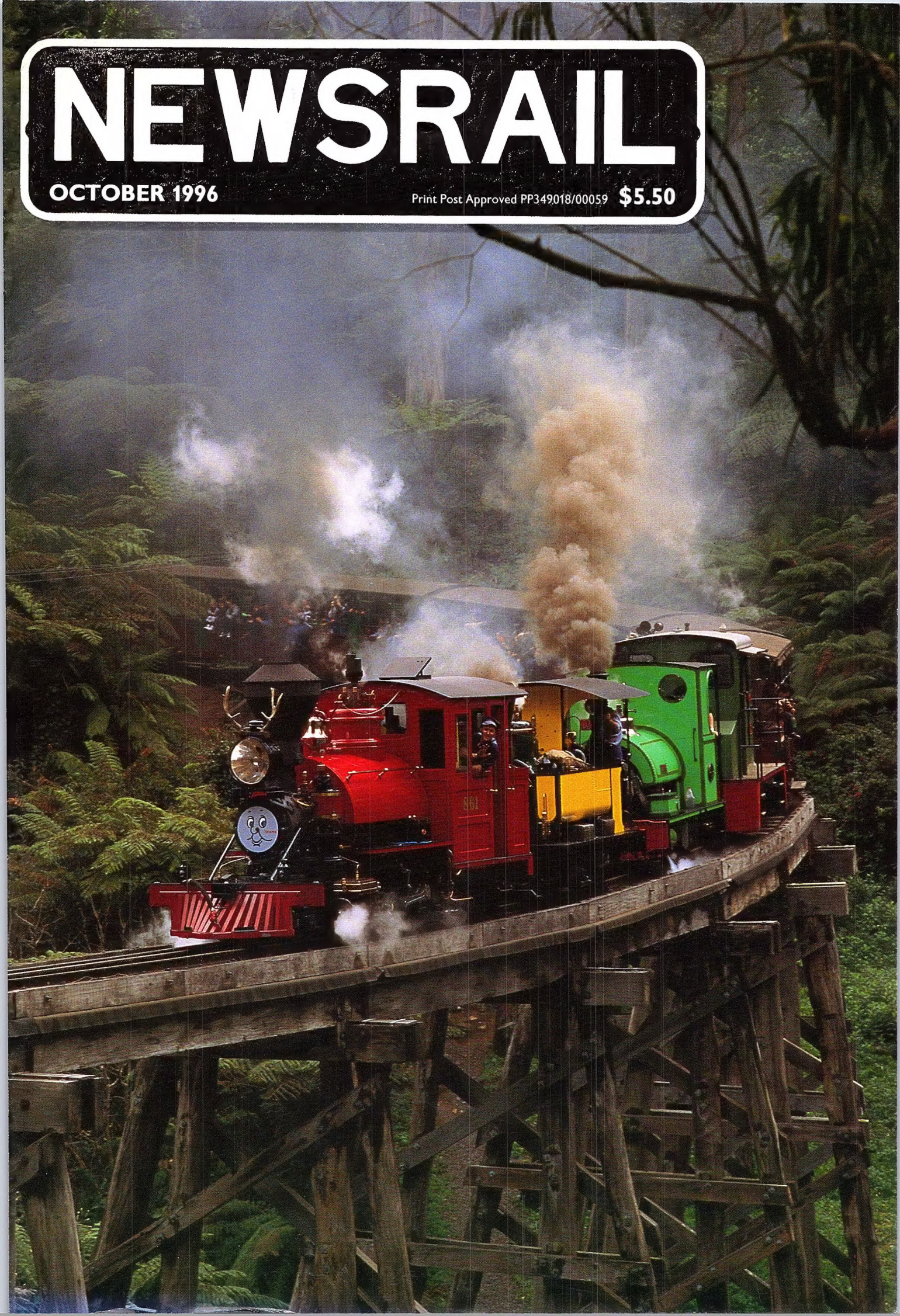


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NEWSRAIL

ESTABLISHED 1973

THE MAGAZINE OF THE AUSTRALIAN RAILWAY HISTORICAL SOCIETY
(VICTORIAN DIVISION)

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FRONT COVER: On the weekend of 14-15 September 1996, The Puffing Billy Railway ran a 'Thomas the Tank Engine Weekend'. A feature of the weekend was the running of special trains utilising the two recently restored Decauville locos and the Peckett. On Sun.15.9.96, 2-4-2ST Decauville, No.861, John Benn, 0-4-0T Decauville, Carbon, 0-4-0ST Peckett, Sir John Grice and Emerald Workshops shunter, NRTI, joined forces on a special to Menzies Creek, seen here crossing the trestle over Monbulk Creek *Frank Cross*

OPPOSITE: PTC employees Dale McLean and Garry Sheedy adjust the rodding of a new set of points at North Geelong C Box as X40 passes on standard gauge, light engine to Inverleigh siding. Mon.19.8.96 *Steve Munro*

BACK COVER

ABOVE: 9139 North Geelong - Mildura goods provides a diverse range of both motive power and train consists. X34-X42-S310 drift through Dunolly on Wed.27.3.96 *Stephen Molloy*

BELOW: A colourful locomotive lash up! G532-S302-T409-T408 pass the site of Navigators with a lengthy 9139 goods on Mon.28.8.95 *Ian Green*

GENERAL NEWS

A monthly round-up of Victorian railway news and events

CALENDAR

OCTOBER

ANNIVERSARIES

- 2nd, 1921: Electrification of Footscray to St Albans line (75)
 4th, 1981: First of N type country passenger carriages in service together with the introduction of new Inter-City and Inter-Urban services with computerised booking. Met ticketing system divided into three zones with interchange between train, tram and bus (15)
 6th, 1891: Opening of Maindample to Mansfield line (105)
 21st, 1901: Opening of Princes Bridge to Victoria Park line (95)
 21st, 1876: Opening of Maryborough to Avoca line (120)
 29th, 1966: Re-opening of Avoca to Ararat line after closure in 1959 (30)
 1981: Withdrawal from service of the Walker diesel railcar fleet, 12 x 102 hp, 15 x 153 hp and 12 x 280 hp (15)

NOVEMBER

ANNIVERSARIES

- 5th, 1956: Closure of Sandringham to Black Rock electric street railway (40)
 6th, 1976: Closure of South Geelong (Cheetham's siding) to Queenscliff line (20)
 13th, 1901: Opening of Lilydale to Warburton line (95)
 15th, 1886: Opening of Ballarat Cattleyards Junction to Ballarat Cattleyards line (110)
 15th, 1976: Smoking prohibited on suburban trains (20)
 18th, 1876: Opening of Bridgewater to Inglewood line (120)
 21st, 1976: Quadruple track between South Kensington and Footscray commissioned (20)
 23rd, 1891: Opening of Spencer Street to Flinders Street viaduct (105)
 25th, 1876: Opening of Geelong to Winchelsea line (120)

DECEMBER

ANNIVERSARIES

- 1st, 1976: Closure of Allendale to Newlyn line (20)
 1st, 1986: Closure of Ballarat to Eureka line (10)
 3rd, 1976: Closure of Castlemaine to Maldon line (20)
 8th, 1986: Closure of the following lines;
 ■ Timboon Junction to Timboon
 ■ Hopetoun to Patchewollock
 ■ East Natimuk to Noradjuha
 ■ East Natimuk to Carpolac
 ■ Jeparit to Yanac
 ■ North Creswick to Allendale
 ■ Wedderburn Junction to Wedderburn
 ■ Piangil to Kooloonong
 ■ Elmore to Diggara West
 ■ Dookie to Katamatite
 ■ Numurkah to Picola
 ■ Bowser to Peechelba East
 ■ Moe to Yallourn
 ■ Traralgon to Cowwarr
 Suspension of service on Moulamein to Balranald line (10)

ARHS MEMBERS' LIBRARY

Up platform, Windsor Station
 Open every Tuesday evening, 8-10 pm,
 February-December.
 Visitors welcome. (03) 9510 6146

ARHS ARCHIVES

Down platform, Windsor Station
 Open every Tuesday evening, 8-10 pm,
 February-December. Visitors welcome.

V/LINE FREIGHT

During the last financial year V/Line Freight transported 6.9 million tonnes, a 20.3% increase on the previous year. Freight revenue increased by 17%.

These figures are a further compliment to the recently retired V/Line Freight Managing Director, Mr M Van Onselen. (Refer September issue).

ORGANISATIONAL CHANGES

On Friday, 26 July 1996, it was announced that the PTC organisational structure would be changed following the resignation of two Directors, namely Mr Barrie Hosking, Director of the Total Quality Management (TQM) Division, and Mr Jeffrey Gilbert, Director of the Infrastructure Division.

Under the new arrangement, most elements of the Corporate Planning and Marketing Division will be amalgamated with the Finance Division, whilst the Total Quality Management Division will be broken up, with the Occupational Health and Safety Section going to the Personnel Division, and the Safeworking Section to Infrastructure Division.

The Automated Ticketing project team will now report directly to the Chief Executive Officer, Mr Ian Dobbs (they formerly reported to the Director of TQM), whilst the marketing function for the PTC will be managed by Public Relations Manager, Ms Judi Lalor.

The former Director of Corporate Planning and Marketing Division, Mr John Sutton, will become the Director of the Infrastructure Division, whilst Mr Terry Spicer will become the Acting Managing Director of V/Line Freight (replacing Mr Marinus Van Onselen, who announced his resignation in mid-July).

The above changes came into effect in mid-August.

Annual deficit: The PTC's annual deficit, as at 30 June 1996, has been reduced by \$245 million, as pledged in the 1993 transport reform package.

LIGHT RAIL CONFERENCE

The Union Internationale des Transports Publics (UITP) has announced that Melbourne will host the biennial Light Rail Conference during the second half of the year 2000.

Up to 400 public transport professionals from Europe, North and South America and Asia are expected to attend the week long conference.

PREMIUM STATIONS

Announcement was made as to the upgrading of the following stations. All will be manned for every train each day of the week.

The upgrading included closed circuit TV cameras, improved lighting to monitor the station and surrounds and better waiting areas.

■ 2 July:

Boronia, costed at \$260 000. Used by 2500 people each weekday.

Upper Ferntree Gully, costed at \$440 000. Used by 1000 people each weekday.

Belgrave, costed at \$320 000. Used by 1000 people each weekday.

■ 4 July:

Eltham, costed at \$335 000. Used by 1600 people each weekday.

■ 18 July:

Box Hill, costed at \$360 000. Used by 9000 people each weekday. The busiest suburban station.

Newport, costed at \$280 000. Used by 3000 people each day.

Williamstown, costed at \$176 000. Used by 500 people each weekday.

■ 19 July:

North Melbourne, costed at \$395 000. Used by 1000 people each weekday.

■ 26 July:

Sunshine, costed at \$315 000. Used by 3200 people each weekday.

St Albans, costed at \$260 000. Used by 4000 people each weekday.

■ 31 July:

Ringwood, costed at \$380 000. Used by 6500 people each weekday.

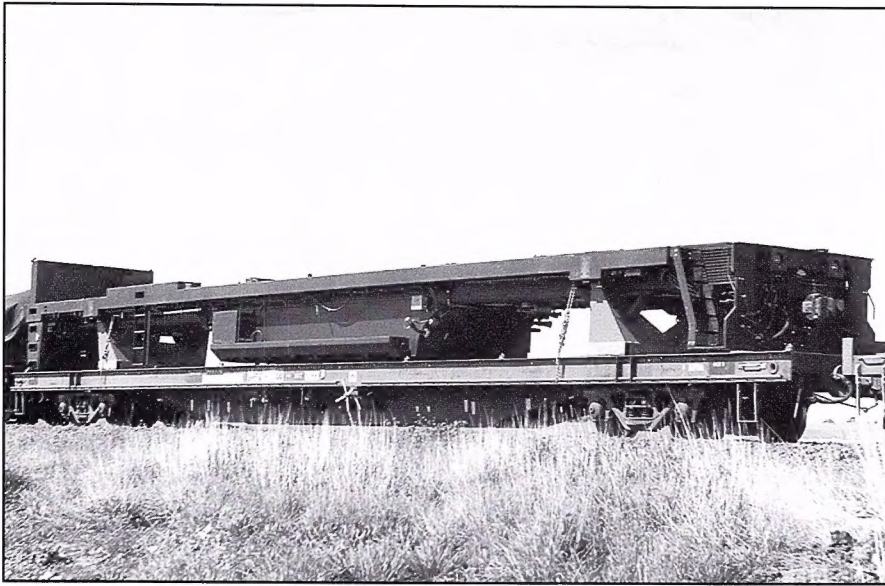
Croydon, costed at \$235 000. Used by 2000 people each weekday.

Lilydale, costed at \$352 000. Used by 2000 people each weekday.

PHONES ON COUNTRYLINK SERVICES

On 17 May 1996, Countrylink officially announced in Sydney that every XPT and Xplorer train would be fitted with on-board telephones following the successful trial of the phones on North Coast XPT services in 1995.

GENERAL NEWS



The underframe of an NR locomotive en route to Perth in the consist of 9801/NP2 freight on Sun.15.9.96. The first locomotive completed in Perth, NR61, ran through Victoria on its way to Newcastle dead attached to train YB4/9804 on Sat.28.9 *Graham Withers*

By early August it appeared that all XPT services operating to/from Melbourne had been equipped with the phones that are located in a special alcove fitted with a fold-up seat in car B (a first class XL trailer).

The phones are provided by Railcall Australia and can connect with any Australian destination (including mobile phones) at a rate of \$1.25 per minute. It is also possible to make international calls and the phones are designed to accept Mastercard, Bankcard or Visa to pay for calls. A Railcall phone card is also accepted which can be bought from the buffet located in car C on the XPT but they will not accept coins, or Telecom phonecards.

BALLARAT RAILWAY CROSSINGS

Ballarat City traffic and transport manager, Mr G Driscoll, in conjunction with the PTC, has conducted a safety audit of each railway crossing in the Ballarat area.

Each crossing was evaluated with matters such as line markings, road surface, visibility and pedestrian facilities. It is estimated that the council needs to spend \$45 000 on improving safety.

AVOCA STATION UPGRADE

The railway station is set to receive major maintenance work under plans announced by Ripon MLA, Mr S Elder.

The historic building will undergo a major facelift in works which will

include cladding the roof, repairing external plumbing, walls, timber and brickwork plus an overall repaint.

RAILS TO TRAILS

On Sun.11.8 the Minister for Conservation and Land Management, Mrs M Tehan, opened a 37 km track, formerly the Lilydale - Warburton railway line, now identified as the Warburton Trail. It has been announced that the State Government will spend more than \$1.2 million over the next three years converting more disused railway lines into walking trails.

STATISTICS

The Australasian Railway Association Inc. 1996 Yearbook contained some interesting information regarding staff numbers, freight tonnages and passengers hauled by rail during the 1994/95 financial year. The figures supplied from each member of the association vary in their format and in some instances are not as specific as they could be.

Australian National:
Staff:

Mainland: 3077

Tasrail: 283

Gross tonnes carried: 7 846 000

Passenger journeys: 191 000

Public Transport Corporation:

Gross tonnes carried: 5.7 million

Principal commodities:

Containers (Victorian): 623 000

Grain: 2 787 000

Cement: 545 000

Petroleum: 281 000

Minerals/quarry: 554 000

Passengers:

Met Trains: 105 360 000

V/Line: 6 400 000

Queensland Rail:

Staff: 15 722 (average)

Gross tonnes carried: 96 807 000

(Export coal 77 664 000)

Passengers:

Country: 895 000

Citytrain: 37 026 000

State Rail NSW:

Staff: 20 186

Gross tonnes carried: 65.2 million.

(Coal 49.2 million)

S302 passes Footscray with 8236 up Warrnambool passenger train on Sat.7.9.96. WCR have recently issued to traffic a complete set (four cars and van) in company livery *Graham Withers*



GENERAL NEWS

Passengers:

CityRail: 249.6 million
Countrylink: 2.2 million

Westrail:

Gross tonnes carried: 26.8 million
Passengers: 475 000

National Rail Corporation:

Gross tonnes carried: 10.1 million

Private Railroads:

BHP Iron Ore (Mt Newman) Railroad:
Gross tonnes carried: 56 749 000

Hamersley Iron:

Gross tonnes carried: 52.73 million

TNT Harbourlink - Monorail:

Staff: 120
Passengers: 3.6 million.

West Coast Railway:

Staff: 42
Passengers: 288 458.

Robe River Railroad:

No information available

Emu Bay Railway Co Ltd

No information available

Comalco Railway:

No information available

BHP Steel - Whyalla

No precise information available. The number of trains varies according to production requirements but averages 25 x 3000 tonne trains per week, equating to 3-4 million tonnes per annum.

ARARAT RAILWAY MUSEUM

The former operations building, next to the railway station, will be leased to the Ararat Railway Heritage Association for use as a museum.

The building, opposite the former Portland dock, fits in well with the proposal to re-open the Ballarat - Ararat line as a tourist railway. The proposal's requirement to link the broad gauge line to the dock is still being considered by the State Government.

The centrepiece of the museum will be the two storey Ararat signalbox, which will be relocated and \$4600 is in hand to go to this purchase.

HERITAGE BRIDGE

Application has been made to the Heritage Council to have the railway

bridge over the Maribyrnong River between South Kensington and Footscray stations listed as protected architecture. If successful, it cannot be demolished without the approval of the Council.

SATELLITE TRACKING

Satellite tracking systems for goods trains are among the new ventures to be implemented after an agreement between Optus Communications and Howard Smith's heavy engineering offshoot, A Goninan.

The joint venture between Optus and its equipment supplier positions the two companies to tender for contracts involving satellite technology in the newly de-regulated communications markets in Asia.

Goninan has provided 11 earth stations for Optus in Sydney, Melbourne, Perth and Papua New Guinea.

Goninan satellite antenna on locomotives for the National Rail Corporation is installing antennae which can be used to track the progress of a train, record its status, fuel needs and any problems en-route.

Puffing Billy Railway have recently taken delivery of a 2-6-2 + 2-6-2 Garratt locomotive from the Alfred County Railway in South Africa. The NGG16 class loco will be regauged from 610 mm to 760 mm during restoration. No.129 was built by Beyer Peacock in 1951 and is seen standing outside the loco shed at Belgrave *Frank Cross*





Against a threatening sky, Y112-J515-R707 haul the 'Western Steam Supreme' tour across the Horseshoe Bend bridge near Rowsley Roger Gillard

WESTERN STEAM SUPREME

— Saturday 24 August 1996 —

It's highly unlikely that these three different types of locos would have ever lashed-up together before, during the Victorian Railways regular steam working days, as each loco was built for a different purpose.

Immediately after our brochure hit the mailbox, bookings started to pour in and finally tipped the scales at just under 500, which resulted in a 12 car train. Many late bookings for first class had to have their accommodation downgraded to economy class, after the four first class cars were fully booked.

The organisers were also surprised to find the dining car was a real hit for the evening meal, with some 274 requests, unfortunately as there wasn't a second dining car available, we had to restrict that meal to three sittings of 48 in *Avoca* dining car.

Ready for our departure in platform 2, Spencer Street station, our train was headed by J515 leading R707 with a consist lead by *Yarra* parlor car (platform end leading)-3BCE-14BE-16ABE-5ABE (kiosk car)-2AE-30AE-711BK-714BK, ACZ262-*Avoca* (dining car)-*Melville* (power car).

*A triple-headed steam tour
utilising Y, J and R class
steam locomotives on the same
train — the answer for those
who requested a tour with
a difference!*

Bruce Payne

We departed at 12 44 and soon escaped Melbourne by the back door via the independent goods lines, running from South Kensington - South Dynon Junction, through the 414 metre long Bunbury Street Tunnel (built in 1928) to emerge under the Footscray Station before entering Tottenham Yard, arriving adjacent to Tottenham B Box at 13 05, where we sat

until 13 12 awaiting to follow the 13 05 (8115) down Ballarat pass. from Sunshine.

Our first photostop took place on the viaduct across the Melton Reservoir (13 52 to 14 13), where the train pushed back to sit on the middle of the bridge, before pushing back further then making a spectacular run past for the benefit of the photographers. Upon arrival in Bacchus Marsh we were greeted by steam locomotive Y112 (having arrived light engine from Ballarat) ready to attach as the lead loco to form the triple-headed steam combination, whilst the photographers walked forward to the photo-line just past the Maddingley coal line. We departed Bacchus Marsh at 14 43 after a 17 minute break and then stopped to pick-up the photographers.



The three locos storm Ingliston Bank with the tour train

Then came the real test. As the locomotives lifted the train up the gradient there was plenty of 'stack talk' between the locomotives as they tackled the start of Ingliston Bank.

It is interesting to note — considering the difference in the size of locos, the loads permitted up the Ingliston Bank. The J had a capacity of 370 tons (375 tonnes), the R 365 tons (370 tonnes) and the little Y, a very good performer rated at 250 tons (255 tonnes), considering it is just under a third of total mass of the R class! It should be remembered, however, that the R was built as a high-speed passenger loco. Just after passing the Horseshoe Bend bridge our next photostop was beside the 58 km post, where the train set-back for another photo-run.

Weatherwise, it was generally overcast throughout the afternoon. Right along the line sightseers and local residents were out in force, coming by car, horseback, tractor and motor bike.

We arrived Bank Box Loop on time for our cross with the 15 15 up Ballarat Sprinter pass at 15 40 and departed nine minutes later to pass Ballan, now no longer a crossing station with the signalbox de-commissioned and the loop disconnected, at 16 09. We arrived at our final photostop, situated just beyond Gordon, where photographers climbed a hill for an elevated vantage point, whilst the train set-back for another spectacular action photo-run in this very delightful country setting beside an old farmhouse and shed.

We arrived at Bungaree Loop at 16 56 to await our next cross with the 16 50 up Ballarat pass and the local CFA were on standby in case we needed to top-up the small tender on the Y, however upon checking, it still had sufficient water to reach Ballarat, so we departed at 17 05 and arrived at Ballarat platform 2 at 17 29, just on 11 minutes ahead of schedule.

The leading two locos then detached and headed down to Ballarat East Loco, where the J was completely serviced whilst

Y112-J515-R707 accelerate their train through Ballan Both photos Steve Munro





J515-R707 perform for the photographers on Melton viaduct, prior to the Y class being added to the train at Bacchus Marsh *Steve Malpass*

the Y was stabled. R707 took water from a different water supply at the platform, prior to being turned at the depot.

It was here that a delay occurred when the electric turntable failed to perform as expected and after a few chosen words and some coaxing, the turn was completed so that the locos could rejoin the train at the platform.

Although we were ready for departure, it was ascertained that the Conductor's radio had failed and we eventually got away 28 minutes late at 19 38 with R707 leading J515.

We steamed out to soon begin climbing the Warrenheip Bank in fine style and arrived at Gheringhap at 20 49 where we crossed a late running 9701 Adelaide bound super-freighter. We were able to get away at 20 51 and ran onto the dual gauge to North Geelong C Box.

On account of works we were delayed some 10 minutes before we came to the loop and then onto the main Geelong line. We set down at North Shore at 21 27, Werribee 21 58 and Newport 22 20 until 22 24 whilst the R was detached, leaving the J to haul the train solo, set down at Footscray 22 30 with arrival into platform 2 at Spencer St at 22 48 to end another highly successful and interesting ARHS tour.

Our thanks go to *Seven-O-Seven Operations* for making their R available, *West Coast Railway* and *Steamrail Ballarat* for

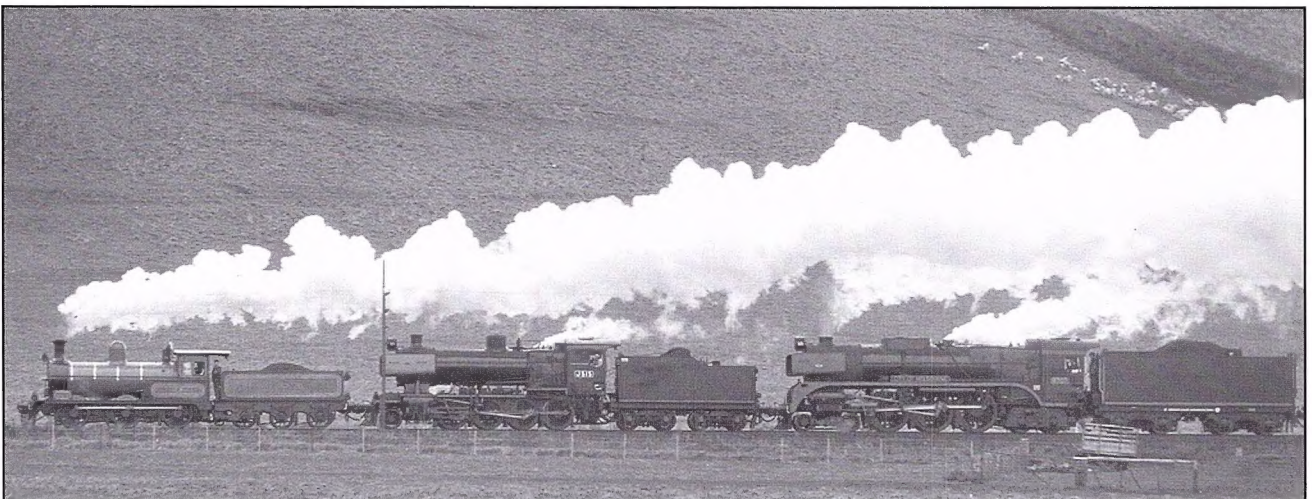
providing the Y and two cars and the *Seymour Loco Steam Preservation Group* who provided J515, all the cars in brown livery and the meals and the refreshment service.

Superb meals were prepared under the careful eye of Mrs J Fish and the stewards, Messrs D Watson and M Maloney, ensured the diners got top service with real professionalism. It was a credit to the volunteers who undertook the challenge to provide the dining car at such a reasonable price.

As usual it was a real pleasure to do business with these groups, who once again made our train possible at the very best cost — resulting in the lowest possible fare. It was a pleasure to deal with V/Line Holiday Travel, who now handle the Special Train Operations, through Mr John Green, who ensured that the tour was set up to perfection as requested.

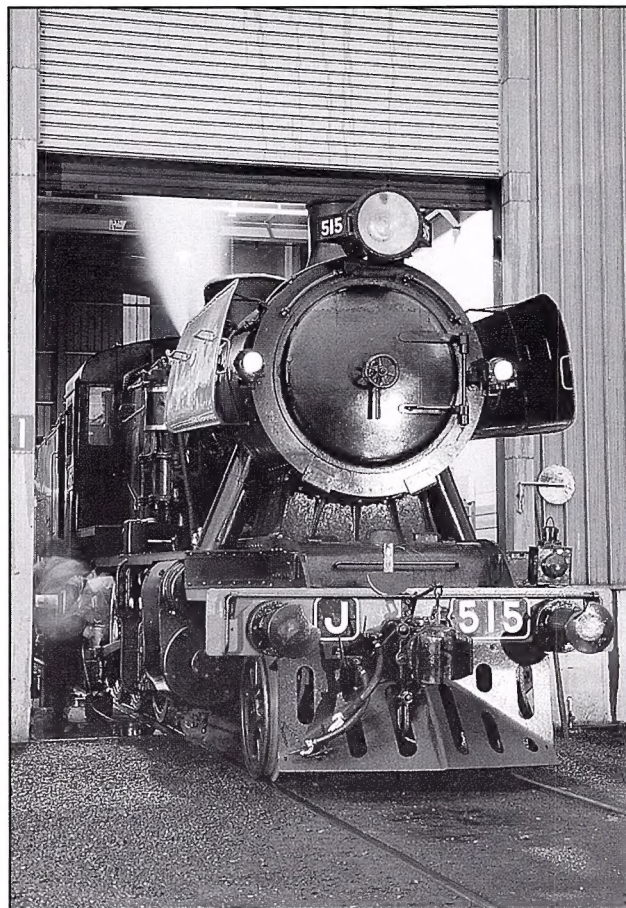
We thank all those who assisted in the preparation of the train/locos etc., pre-tour planning, tour note researchers/compilers and all the tour officials throughout the train. Successful tours just don't happen, they need plenty of planning and follow-up, plus good co-ordination by all the train providers and a team effort by the voluntary tour officials. Our tour organisers on this occasion were Andrew Carland and Bruce Payne and our booking officer was John Langlois, who did his job to perfection.

The 0-6-0, 2-8-0 and 4-6-4 make a fine sight as they perform a runpast for the photographers near Gordon *Graham Withers*





Volunteer Graham Hallett oils the motion of Y112 at Bacchus Marsh *Steve Munro*



The Consolidation gets serviced at dusk at Ballarat East loco depot *Steve Malpass*

The trio of Y112-J515-R707 perform for the photographers on the horseshoe curve near Rowsley. It is unlikely that this combination of locomotives have ever operated together in the past *Roger Gillard*



DREAM COME TRUE

SGR is the longest privately managed railway in Victoria and operates between Nyora and Leongatha through the foothills of the Strzelecki Ranges in South Gippsland for some 40 kilometres.

SGR is operating with Diesel Railcars including 300 and 400 class "Red-hen" and 2300 "Superchook" railcars ex South Australian Railways together with DERM RM55 on loan from ARHS Railway Museum.

T342 diesel electric locomotive is owned and operated by GSR, while they charter steam locomotives from Steamrail during the summer holiday period.

The scheme is not limited to the train enthusiasts but geared to the public both men and women who have an interest in railways and would like to fulfil that youthful urge to drive a train.

The idea of the scheme is based on opportunities that are available from a number of enthusiast/private run restored railways in the United Kingdom. Here the opportunity is available to drive railcars, diesel locomotives and steam locomotives.

The South Gippsland Railway is offering three packages:

- Package 1 covers railmotor driving utilising DERM, Red-hens or the Superchook which is a basic introduction to mainline train driving.
- Package 2 covers diesel electric locomotive driving utilising the T class locomotive. This provides experiences with handling a train together with braking skills as well as a prerequisite for steam locomotives.
- Package 3 is the advanced package provides the experience of handling a steam locomotive either K or D³ Class.

Both packages 1 and 2 take a full day and cover introduction to safe railway operation including safeworking, hand signals, whistle signals, trackside features, coupling and uncoupling, and emergency consideration. The basic operational parts of the motive of power and the Westinghouse air brake system are covered.

The South Gippsland Railway (SGR) is introducing, a unique to Australia scheme, the opportunity for the public to experience driving a train

Geoff Peterson

This is followed by a detailed inspection of the motive of power for the day including preparation and running gear examination. Operation in the yard together with marshalling of the train provides for the initial driver experience.

Following lunch, which is included in the package, the trainee will drive the train for approximately 50 kilometres between Korumburra and

Nyora at main line speed.

This is done under the watchful eye of the professional staff who will be providing the necessary guidance on the day.

For the diesel locomotive experience a short goods/mixed train of five vehicles will be used.

The steam locomotive package is for one and a half days with the diesel locomotive package being a prerequisite.

Full details of steam locomotive construction and operation are provided so the next morning assistance is provided to the crew in the preparation of the locomotive including lubrication, firing, cleaning, etc.

Light engine movement in the yard including marshalling the train allows you to obtain experience in driving prior to main line running.

After lunch, the trip from Korumburra to Nyora covers assisting with firing in one direction and driving on the return trip with up to 100 km travelled on the footplate.

Accommodation and meals are included in the cost of approximately \$1100 for the steam package.

The attraction of the scheme is the operation of main line motive power of up to the maximum speed of 80 km/h and climbing and descending 1 in 40 gradients winding through the hills of South Gippsland which would provide a challenge to the experienced driver.

To ensure the costs are kept to a minimum the training is done in groups of three or four people. If one requested private tuition and was willing to pay the premium price then it could no doubt arranged.



K190 nears Korumburra with a train on the South Gippsland Railway. On Mon.11.3.96, this railway is offering driver training packages similar to those available on several tourist railways in the UK. To date, SGR is the only operator to offer such a scheme in Australia. Mon.11.3.96 John Dare

— FROM — — THE FIREMAN'S SIDE —

by J G (Jo) Glasson

The second in a series of reminiscences

Each shift at North Melbourne Loco started with a line-up and it was from this line-up that jobs were allocated off the buzzer — drivers first, firemen second. Thoughts raced through my head. Could it be the *Spirit of Progress*? Instead, my first job was with driver Jim Palmer on a

Stephenson link A² on the Jolimont Yard car shunt. I was completely in the driver's hand. Where do I start? He was a good mate and suggested I follow him around and watch him prepare the loco. By doing this I would understand what was needed and learn the tests required, the layout of the cab, how to fill the lubricators, sign the speed chart and oil the loco, examine the tender, smoke box, sand boxes, check the air compressor and ensure the fire was spread and place a layer of coal into the fire box, with a suitable bank in each back corner and under the door.

Three pops on the whistle called up the turntable and we moved out of the shed area and waited for the signal to proceed to Jolimont. Here at last I was realising my long ambition; I could now wear the overalls and cap of an engineman.

It was not necessary to have a full head of steam and blowing-off from the safety valve was to be avoided at all costs. As instructed, I kept a steady bank of coal under the door and sometimes a light sprinkle over the grate area. On our return we were held for a short time on the Flinders Street viaduct and a shunter asked driver Palmer if his new mate was any good. Jim Palmer told him I would have made a good coal miner, as I just wanted to shovel coal all the time.

I recall two other firing jobs at North Melbourne before I applied for a transfer to Warragul, which was nearer home. One was an E class shunt in the Dynon Road area and to the docks, the other to Royal Park with a Y class.

I cannot recall the names of the drivers on each trip. No matter how large or small a locomotive, there were too many things to learn and endure. There is absolutely no movement like that of a footplate at any speed, there was a constant need to keep a sharp lookout, ensuring there was sufficient water in both the boiler and tender, not to start the injector over a bridge or roadway crossing, avoid making smoke at stations and of course no blowing off of the safety valve.

The coal in the tender needed to be trimmed for easy access when running and the cab floor kept clear of coal dust and lumps. I learned the basics from drivers who were first cleaners, then firemen and who handed down their knowledge as best they knew how and as new locomotives, such as the N, K and X, became available both driver and fireman became learners.

My application for transfer to Warragul as a cleaner/fireman was successful and I was soon carrying out the tasks I had done at North Melbourne, the only real difference being that the air was a little cleaner.

The big burdle of the second half of the 'Red Book' was now behind and I hoped to start the real thing that I had studied for, to be an engineman and to be the best there ever was

It was even harder work, as the turntable was manually powered. As well, I had to work on the coal stage, ash pit removal, sand oven, washing out, lighting up, shed pit cleaning and assist the fitter. There were other duties also, especially when we were advised of an impending visit by the

Commissioners.

The driver-in-charge was Bill Hortle, the shed clerk Charlie Molloy and Bob Greene was the fitter. Initially there were no hostlers but later Bill Asling and Jim Wilson were appointed as they did not want to proceed with the driver's ticket and put up with the shift work.

Warragul loco shed had four roads with pits and was capable of holding eight locos. Three roads off the east end of the turntable held three, the pit ash road could hold two and on the opposite side of the coal stage, numbers 1 and 2 roads held seven.

This meant that, in all, 20 locos had to be juggled at various times. The D⁴ used for shunting in Warragul yard, whilst light line D³ and K class were required for the Noojee branch. Bankers for Drouin and Yarragon usually consisted of A² C, N, K, or D³. The depot had a good fleet for differing jobs and this gave me wide experience.

Because of my enthusiasm, in particular after a 23 00 finish on a Saturday night, I would wait for crews coming over the pit for loco requirements and ask the crew if I could come along as third man to see what was needed to maintain a train at work and speed. Naturally the crew was eager and I got to do most of the shovelling, sometimes with a little assistance but I did not mind as I chose the crews on these trips because I knew they were good enginemen and their expertise would be an invaluable lesson for me.

The speed of goods trains was 75 km/h whilst passenger trains ran at 100 km/h. I watched and listened that first trip and hung onto the hand rail like grim death, but I soon relaxed and as I shovelled my feet became firmer.

I gained sufficient confidence to exchange the staff and at the outset realised that knowing the track was all important. It was necessary to know if it was a momentum bank, a power bank or downhill with light steaming. Each required the right amount of steam at the right time and this hands-on experience would set me in good stead for the future.

Due to seniority restrictions, my opportunities to get actual firing duties were limited, so I decided to apply to go anywhere where I could get firing work. Little did I know then that only 50 kilometres away at Moe a cleaner/fireman position was available. As soon as I found out about it, I applied and was successful. On arrival I was fortunate enough to locate a suitable boarding house about five minutes walk from the station, which was to prove an advantage later on.

The position was that of relief fireman with lighting-up duties on Sunday nights. The loco shed had three roads, one

being narrow gauge for the NA and G class. A dual-gauge turntable was situated outside the shed and between it and the coal stage. When repairs were required, fitters were called in and boiler examiners came from Traralgon to inspect boiler wash outs.

Locomotives required for early Monday morning track work were usually parked in the pit area. This held two and two more were usually in the shed. They were normally N class and were used for shunting at Yallourn. This class also double-headed to Moe, hauling long trains of briquettes over the Haunted Hills. These hills got their name because of an immense bed of coal beneath which emitted strange sounds when hard working locos were worked over them.

The junction box at Hernes Oak redirected trains from the main line to Yallourn. Most of the locos were worked

with empties and rarely ran light engine. A pit and turntable at Yallourn was needed to service and turn each loco on arrival.

Warragul crews made up the trains of empties going into Yallourn and after loco requirements, crewed the train engine for the up train to Spotswood, which would be assisted by a banker to Moe. A single engine load was 740 t to Yarragon where it awaited a banker from Warragul for assistance to Drouin.

Moe depot was under the control of Driver-in-Charge Harry Sherman, who was responsible for three minor branch lines — Mirboo North, Thorpdale and the narrow gauge line to its furthest destination of Platina on the Walhalla line. In my time the track beyond Platina was closed because the bridges had been destroyed by bushfires.

The speed limit of 50 km/h on the down journey was all uphill, but the return was an easy 'keep the fire alight' run and because it was always tender first, the locomotives were usually D³ or K class. Shunting on the branch lines was very limited, with cattle trucks at the race or some empties for general goods.

My first task on arrival at the terminus was to check out the local shops for home made pies and pasties which were usually of excellent quality, but if none were available it was necessary to put up with the boarding house cut lunch.

After cleaning the fire, the fireman had to oil the motion gear and boil the billy. My billy was aluminium and to keep the outside clean I coated it

with a light film of cylinder oil so all I had to do at the end of the day was wipe it with newspaper and soapy water and it was ready for the next shift.

Depending on the circumstances, I often cooked a hearty meal of sausages, bacon and eggs or chops on the shovel. A casserole could be re-heated on the boiler behind the pressure gauge and this usually took several hours, but it was worth it, the smell of cooking usually got good remarks from the shunter and guard.

Before cooking on the shovel it had to be sterilised and in order to do this it had to be heated until it was red hot. The blade was then plunged under a tap and this removed all the flakes and loose material. There is no doubt the

The Mirboo North branch line originated from Morwell and was a leisurely but pretty trip through the rich potato farms

K169 with a ballast train stands in a siding on the Noojee line *Author's collection*



taste of food cooked on the shovel was different, but it was much more enjoyable.

The Thorpdale line, which ran off as a spur from Moe, wound its way up through the Strzelecki Mountains. The farming areas were similar to those on the Mirboo North line, except at Coalville, where samples of brown coal were being mined and railed to Melbourne for analysis. Stories abounded regarding the quality of the coal and the general opinion was that it was too young and not in sufficient quantity to be mined on a large scale.

Some time later the area was fired and I believe it is still burning to this day. Some say it was sabotage by the electricity generating services and others say the fire was caused by a lightning strike. The end result, of course, was that little coal was mined and the line closed down. Again, like the Mirboo North line, firing on this line was light and not too often.

I had become fascinated by the 2-6-0 + 0-6-2 Garratt class, number G42, and it was not long before I was booked with driver Bob Slattery, who had become recently a qualified driver to make a trip to Platina. The loco had a water tender at each end which pivoted from the boiler and cab unit. Being used to the funnel being at the extreme end of locomotives, it always surprised me to see the front tender weave its way around curves and then be followed by the boiler.

The ride in the cab was very stable and smooth and as it was fully enclosed we had protection from the rain and wind. The traction from the leading and trailing units was always very much better with a full load of coal and the tanks filled with water.

G42 was reputed to be a very temperamental machine and was often blamed for poor steaming and late running. On one occasion the driver in charge asked me to do the next trip to check its performance as he had received bad reports as to its steaming. He said that if it was OK by me he would not get the fitters to come out from Traralgon which was a good idea as far as he was concerned, as he knew I did not drink and the Erica Hotel was known in the fitters' circles as the bonus hotel.

The crew received a bonus of two shillings (equivalent of today's 20 cents) which was paid if the shift exceeded 10 hours and this was often the case with G42. Needless to say, the trip was uneventful and the driver satisfied with its performance.

Not all trips were as good. On another trip the locomotive was an NA class and the day was very wet, with the coal in the bunker being little more than dust and mud. After raising steam with wood we shunted prior to departure and hoped that the firebox would then be hot enough for the wet coal dust.

We got a green from the guard and proceeded out of Moe yard past Saxon's mill onto some flat running. Driver Slattery then decided to tackle the bank to Gould and we could see that we would need to have a lot more than 650 kPa (100 psi) of steam to make it. He closed the regulator and grabbed the pricker and worked it through the fire, whilst I scrounged some small lumps of coal from a previous fill and tried to entice the fire into life. The smoke box was cleared of ash and we began to see a more positive result in the gauges, so we set off for Gould and made it without further incident. On that trip I worked very hard because of the poor coal.

On another occasion driver Slattery and I set off for Gould, again in an NA and as we approached the Saxon's mill crossing the driver began blowing the whistle with more than the usual requirement. At the same time his cigarette (which usually hung from his mouth) began to lift as he clenched his

jaw, so I took a look out the side and saw a utility proceeding at a steady pace towards the crossing.

It was apparent that the truck would not stop in time, so the driver told me to hang on to the whistle, while he grabbed the brake handle and closed the regulator. As the track was dry and our trucks were empty we began to slow down fairly well, but not before hitting the utility. The fence on either side of the line was destroyed and the ute was literally spun through 360 degrees in front of the loco and finished up in a ditch on my side of the line.

It stayed upright and when we got there the driver was still hanging onto the steering wheel and muttering that he did not hear us. This was quite true, as the vehicle had a radio fitted, which was a novelty in those days, and he had the volume turned full up. It was a credit to the quality of the steel that they built cars from in those days as little damage was done and the driver was unhurt.

I was on lighting-up duty on a Sunday night and had worked out a system by starting early to prepare the locomotives for the Monday morning running, which gave me a few additional hours in the cot. Usually it was three broad gauge and one narrow gauge loco that were required and I knew the boilers would still be warm. On this particular night a nice new K class was standing on the pit and after doing all the necessary checks, I proceeded to get three or four barrow loads of dry stringy bark, lit the fires and added a bank of coal under the door.

I completed all the locos that needed to be lit, closed the dampers after ensuring each had a full gauge glass of water, and went off home to bed about 22 00. My boarding house was about 400 metres from the shed and I intended to get up again at 05 00 and be in the shed before the first crews arrived for the first train of the day to Yallourn.

My sleep was somewhat shortened by the noise of a safety valve blowing off, so I dressed quickly and ran like blazes to the shed and there was the culprit, that lovely new K class. Steam was reaching high into the heavens and as it was a clear frosty night, I was sure the noise would wake all the residents of Moe.

I was certain I would be reprimanded but my first task was to quieten the beast, the water of which I thought would by now be low, but when I looked it was near the top. What now? I thought, reduce steam pressure but remember the safety of the boiler so I turned on the steam generator and main driving light to create a load. I then turned on the air compressor but to no avail as the air reservoirs, being new, held well.

I endeavoured to reduce the pressure by applying the brakes in order to make the air compressor work and this, of course, had a counter effect as the exhaust steam up the funnel stimulated the fire, thus creating more steam. I then opened the fire door and saw a healthy fire so I pushed as much of the fire as I could to the front of the box and reduced its intensity. By this time the bulk of the wood had burnt, but there was a bank of coal under the door burning fit to let the K tackle the Haunted Hills, so I damped down some coal and spread it over the fire.

By applying the injectors for a short time I was able to control the mayhem but I stayed the rest of the night, just to be on the safe side. As the crews arrived I expected to get a blast, but surprise! surprise!, not a word was said and there had been no complaints from the townspeople. I guess I can say with certainty that I learned something about locomotives that night.

*Before cooking on the
shovel it had to be sterilised
and in order to do this it
had to be heated until it
was red hot*



The Tram hauled by 0-6-0, T267 which was built at Phoenix Foundry in 1884, arrives at Kerang in 1950 POT

KOONDROOK TRAMWAY LIVES ON

A year earlier, with prospect of track being sold for scrap and the ornate Koondrook station demolished, the Shire adopted a recommendation from Don Potts of the Kerang and Koondrook Association that the historic building be preserved. It is unique in being the only passenger station situated in the main street of a Victorian town and is classified by the National Trust.

In 1983, the Council restored the station and obtained appropriate rollingstock from VR Bendigo Workshops. A static replica of the Sentinel engine, based on a shortened underframe of a four wheeled sheep truck was built in accordance from original plans at Barham. Known as the *Coffee Pot*, it was the only new engine purchased by the Tramway, five others being obtained either second or third hand. An open wagon 288QR, sheep truck 315L and guards van 324ZL completed the Tram consist.

When the State Governor visited Koondrook in 1994 the station and Tram had deteriorated into a dilapidated condition. Vandalism which had increased during the long period the town was without a resident policeman and white ant infestation had taken their toll.

The Council agreed with a report by Don Potts that urgent action was needed to avoid demolition. A major restoration project, completed in July 1995, provided an opportunity for a young unemployed team to gain hands on trade skills in building, carpentry, metal work, scaffolding, painting and sign writing. The engine was painted with killrust solvent black enamel and red lining.

Water based acrylic paints said to have longer lasting colour qualities in the harsh summer weather extremes in

The 14 mile Kerang & Koondrook Tramway was built 107 years ago in 1889 and operated by the Shire of Kerang until the Broad Gauge line was taken over by the Victorian Railways in 1952. Services ceased in 1978

John Shepherd

northern Victoria are being tested. Heritage colours used included: Station building, Dulux Weathershield gloss Wafer, roof, Venetian Duraguard gloss Venetian Red and trimmings, Chocolate Brown. Rollingstock, Dulux Weathershield gloss Red Oxide.

In 1995, Hinksons Siding, the main intermediate station was rebuilt, the new red gum timber costing \$6000. The other surviving stations, Teal Point and Gannawarra, were repainted

by the newly named Shire of Gannawarra, an amalgam of the former Borough of Kerang and Shires of Kerang and Cohuna, thus continuing a long tradition of local municipal involvement in the preservation of the Tramway, 43 years after it transferred to State operation and 17 years since the line closed.

A separate Tramway display is housed at the Kerang Museum. An original wooden wagon outside, under cover, can be inspected at any time. A collection of safe working equipment, name and number plates and photos currently being refurbished after partial collapse of the building will be accessible after 26 October when the Museum is open on Saturday and Sunday afternoons. Don Potts, who is completing a 45 year study into the history of the K&KT, will appreciate hearing from persons who have photos/slides taken either during the Shire or VR operations of the line. Telephone Don on (03) 9870 3029 or drop him a line at 2/51 Campbell Street, Heathmont 3135 and he will contact you when he returns from the UK after checking similarity between Koondrook station and GWR one at Didcot and inspecting preserved Sentinel locos.

Based on an article in the *Northern Times* 13.6.95.



SILVERTON LOCOS

- Above: Silverton Tramway 442 class locomotives are regularly rostered 'in the shafts' on NR's Melbourne - Adelaide freight services. All four 442 locos have visited Victoria. C510-C505-442s3 haul a late running 9711/MP5 near Moorabool.
- Sat.27.7.96 *Roger Gillard*
- Below: C510-422s2-C509 haul NP2 westbound steel train across Moorabool viaduct. Sat.31.8.96 *John Kirk*





BL33-442s2 are surrounded by storm clouds as they haul NP2/9801 near Hesse Block Point on Tues.10.9.96

Graham Withers

C510-442s2-C509 pollute the atmosphere as they accelerate out of the dip near Wingeel with NP2/9801 on Sat.31.8.96. The EMD units are blowing more smoke than the Alco!

John Kirk



BL30-ST30-442s4 pass through Keswick (SA) with 7MP5 Melbourne - Perth superfreighter on Sun.15.9.96

Roger Evans

OPERATIONS

An overview of recent sightings and observations

GENERAL

PETROLEUM: Until recently petroleum was railed from two major loading points, namely the Shell siding at Corio (63.9 km from Melbourne on the Geelong line) and the BP siding at Paisley (14.1 km from Melbourne on the Geelong line).

From 7 July 1996, all petroleum carried by rail has originated from the Shell siding at Corio, following a decision by BP and Shell to consolidate loading operations at the one location.

Petroleum originating from Corio is railed to the various company petroleum depots located at:

- Bendigo (California Gully siding located north of Bendigo at 167.995 km)
- Kerang
- Mildura
- Shepparton
- Swan Hill
- Wodonga coal sidings.

In addition, diesel fuel is railed to locomotive depots at Dimboola (presumably for National Rail), Geelong and Portland.

Petroleum is handled in blocks of wagons that are generally run in trains conveying other traffic products.

The block movement of petroleum was introduced in stages in Victoria, with the first operating to Wodonga on 2 July 1973 (see p.160, August 1973 for details). Mildura became a block movement from March 1982, and Shepparton from June 1982. It is unknown when block movements commenced on the Kerang/Swan Hill corridor.

Originally the blocks of petroleum wagons ran as a separate train, but over time other traffics have been added (especially since the early 1990s).

Safety wagons were a feature of block petroleum trains until they ceased to be attached from 4 January 1993 (they generally appeared to be VQCX type wagons by the 1990s).

Petroleum transport has been deregulated in Victoria since 30 June 1985, and it will be interesting to see how rail will compete in the open

market in the long term. Over the last 20 financial years rail has moved the following petroleum tonnages (excluding loco fuel railed to loco depots):

Financial year	Annual tonnes
1975/76	415,000
1976/77	427,000
1977/78	402,000
1978/79	389,000
1979/80	341,000
1980/81	383,000
1981/82	400,000
1982/83	522,000
1983/84	577,000*
1984/85	480,000
1985/86	464,000
1986/87	426,000
1987/88	473,000
1988/89	389,000
1989/90	349,000
1990/91	362,000
1991/92	337,000
1992/93	344,000
1993/94	302,000
1994/95	281,000

*This is the highest petroleum tonnage ever handled by rail in Victoria.

Source: VR Annual Appendices and STA/PTC Annual Reports.

LOAD SHIFTS: National Rail have introduced a programme to reduce the number of container load shifts after a study found that the problem constitutes a major safety risk.

Poorly loaded freight can throw a wagon out of balance, off the track or even hit a passing train.

National Rail graphed the number of load shifts on a monthly basis and the results revealed the number to be an alarming 130 in March 1995. This has subsequently been reduced to 80 in March this year.

The Regional Action Plan has zeroed in on major problems with transi-tray and curtain sided containers where poorly secured loads can fall out of the sides.

Currently NR uses the New South Wales loading standard but it is developing its own manual which will further refine, improve and tailor the specifications to meet the company's needs.

Work has begun on developing a competency-based training course to ensure terminal operators are aware of the new loading standards.

RAILCAR SPECIAL: On Tues.30.7 South Australian railcars 3027-3028 ran from Somerton to Seymour and return. Because of their width, special provisions regarding the movement and passing of other trains applied.

COMENG ELECTRIC TRAINS TO NORTH BENDIGO/ GONINAN WORKSHOPS:

Tues.30.7: 527M-1114T-695M-519M-1110T-520M

Fri.2.8: 403M-1018T-404M-441M-1071T-442M

Mon.12.8: 493M-1097T-494M-489M-1105T-510M

Tues.13.8: 323M-1012T-361M-319M-1042T-383M

Tues.20.8: 527M-1114T-695M-320M-1107T-425M

Fri.23.8: 457M-1079T-458M-485M-1093T-486M

Fri.30.8: 337M-1019T-438M-415M-1058T-416M

Tues.3.9: 330M-1025T-528M-328M-1014T-329M plus Hitachi units 2M-1937T-4M

Tues.10.9: 377M-1039T-378M-350M-1196T-691M.

COMENG ELECTRIC TRAINS EX-NORTH BENDIGO/ GONINAN WORKSHOPS:

Tues.30.7: 517M-1109T-698M-513M-1008T-514M

Fri.2.8: 333M-1017T-334M-537M-1119T-538M

Fri.9.8: 305M-1003T-306M-505M-1103T-506M

Tues.13.8: 367M-1034T-368M-519M-1110T-520M

Tues.20.8: 403M-1018T-404M-441M-1071T-442M

Fri.23.8: 493M-1097T-494M-489M-1105T-510M-323M-1012T-361M

Fri.30.7: 319M-1042T-383M-527M-1114T-695M

Fri.3.9: 515M-1108T-516M-457M-1079T-458M

Tues.10.9: 485M-1093T-486M-337M-1019T-438M.

HITACHI ELECTRIC TRAINS TO BALLARAT WORKSHOPS:

Tues.6.8: 14M-1968T-148M-30M-2002T-138M

Tues.27.8: 105M-1999T-178M.

OPERATIONS



CLF4 approaches Brooklyn with AM4/9754 freight on Tues.10.9.96. This service, operated by TNT, utilises only ALF and CLF locomotives between Melbourne and Adelaide *Graham Withers*

HITACHI ELECTRIC TRAINS EX-BALLARAT WORKSHOPS:

Tues.6.8: 57M-1922T-184M.

Tues.27.8: 30M-2002T-138M.

CLEARANCE TESTING: On Tues.6.8 T409, fitted with clearance testing equipment, tested the sidings at Bendigo, Eaglehawk, Leichardt, Bridgewater and Inglewood. On its return it tested the main line to Eaglehawk.

It then ran on the Swan Hill line and tested the sidings at Raywood, Tandarra, Dingee, Prairie, Mitiamo, Pyramid and Kerang. The main line was then tested between Kerang and Swan Hill.

The following day tests were conducted on the sidings at Woorinen, Pira, Nyah West, Miralie and Piangil. On the return tests were conducted on the main line between Piangil and Woorinen, the sidings at Swan Hill, Lake Boga, Mystic Park and Kerang and the main line between Kerang and Bendigo.

On Wed.4.9 T409 tested the sidings at Dandenong, ASEA Brown Boveri, ACI, Lyndhurst, Lang Lang, Australian Glass, Nyora.

On Tues.10.9, H2 tested the standard gauge at Tottenham, McIntyre, Somerton, Donnybrook,

Wallan, Broadford, Tallarook, Seymour, Longwood and Alumatta. It then proceeded on to test the Wodonga Coal Siding.

The following day it returned, testing the main line and the loops at Wodonga, Chiltern, Glenrowan, Benalla and Violet Town.

NEW SPRINTER SERVICES

Echuca: As from Fri.13.9 a weekend return Sprinter service was introduced between Melbourne and Echuca in order to promote tourism in the local area.

The timetable of the Echuca service is set out hereunder:

	8053	8054	8057	8058
	Fri.	Fri.	Sun.	Sun.
		Empty	Empty	
Bendigo:	20 35	23 10	15 20	18 15
Rochester:	21 25	22 21*	16 07D	17 22
Echuca:	21 50	22 00	16 30	17 00

The Friday down train (8053) connects with the 18 30 (8045) down Bendigo Sprinter.

The Sunday up Train (8058) proceeds through to Spencer Street, arriving at 20 26.

Albury: As from Mon.16.9 a Sprinter to Albury was introduced. This service replaced the train/bus services.

The timetable of the Albury service is set out hereunder:

	8305	8332	8310
	M-F	M-F	Sun.*
Spencer Street:	07 50	19 13	12 00
Seymour:	08 58	18 10	10 43
Benalla:	09 51	17 11	09 34
Wangaratta:	10 14	16 47	09 09
Wodonga:	10 59	16 03	08 23
Albury:	11 10	15 55	08 15

* — Loco hauled service.

The Sprinters on the Albury service have been modified to make provision for a luggage storage area and the availability of refreshments on a mobile trolley.

OPERATIONS

BRAKE TESTS: Sprinter 7010 conducted brake testing runs between Bendigo - Castlemaine - Bendigo on Thurs.1.8.

The Sprinter operated under absolute block conditions and when approaching a level crossing outside the electrified area the driver operated the horns as per normal and reduced speed to that which would allow him to stop should the booms, flashing lights and bells not be operating.

The crossing could be then traversed should all be working as it should be.

The tests were conducted between 03 45 and 06 00, after which 7010 returned with the 06 40 (8014) up pass.

SIGNAL SIGHTING: On Wed.7.8 a G class loco operated between South Dynon Loco and Longwood Loop and return on a signal sighting exercise for DOO purposes.

RADIO TESTING: A standard gauge X class light loco conducted radio tests between Portland - Maroona - Ararat - Murtoa - Dimboola - Portland on Wed.1.8 and Thurs 2.8.

LEVEL CROSSING TESTS: On Wed.14.8 a special standard gauge ASW equipped T class loco carried out tests on all the level crossings between Brooklyn and Gheringhap on behalf of the National Rail Corporation.

SOUTH WEST — Geelong - Warrnambool - Cressy - Portland - Ararat

WEST COAST RAILWAY:

- WCR has taken over all rail parcel handling at Geelong and the V/Line Geelong parcel freight area has been closed.
- At Warrnambool a maintenance building opposite the goods shed and adjacent to the turntable has been erected. It will accommodate two tracks and an inspection pit, but the rails have not yet been laid as a PTC decision as to the overall yard trackwork positioning is still in abeyance.

Trains of interest:

Mon.22.7: X34-A66-G512-57 wagons (9139) at 15 24.

GHERINGHAP:

Train frequency:

Week Ending:	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Total
28 July	16	24	20	23	26	15	9	133
4 August	15	22	18	21	23	18	7	124
11 August	16	25	20	27	27	16	7	138
18 August	16	23	20	23	24	16	6	128
Totals:	63	94	78	94	100	65	29	523

Tues.23.7: CLF1-ALF25-25 wagons (9754) at 06 04.
BL28-C507-C510-51 wagons (9804) at 15 12.
G531-G511-G528-39 wagons (9123) at 17 28.
ALF25-25 wagons(9753) at 19 18.

Wed.24.7: G513-G512-Y165-28 wagons (9152) at 01 48.

Thurs.25.7: G534-A77-X37-35 wagons (9139) at 14 30.
C502-C508-442s1-45 wagons (9804) at 16 55.
ALF25-25 wagons (9753) at 19 51.

Fri.26.7: X40-20 wagons (9792) at 00 05.
G539-ALF22-25 wagons (9754) at 08 07.
C508-442s1-28 wagons (9721) at 13 30.
C507-442s3-40 wagons (9804) at 18 16.
CLF1-ALF22-25 wagons (9753) at 19 48.

Sat.27.7: C510-C505-442s3-33 wagons (9711) at 12 49.
BL33-BL26-442s2-47 wagons (9804) at 17 51.

Sun.28.7: C506-442s1-40 wagons (9712) at 03 57.
BL33-442s2-49 wagons (9801) at 10 42.
C504-C501-C507-40 wagons (9711) at 22 27.

Mon.29.7: BL32-BL27-BL29-442s2-23 wagons (9801) at 12 08.
G524-A79-X32-T374-25 wagons (9139) at 13 56.

Tues.30.7: BL26-442s3-45 wagons (9803) at 12 30.
A77-G527-X41-33 wagons (9139) at 13 58.
BL33-C509-C507-442s2-53 wagons (9804) at 16 26.

Wed.31.7: BL33-442s2-50 wagons (9801) at 12 45.
G528-A79-X32-23 wagons (9139) at 14 13.
C505-C510-C508-45 wagons (9804) at 16 58.

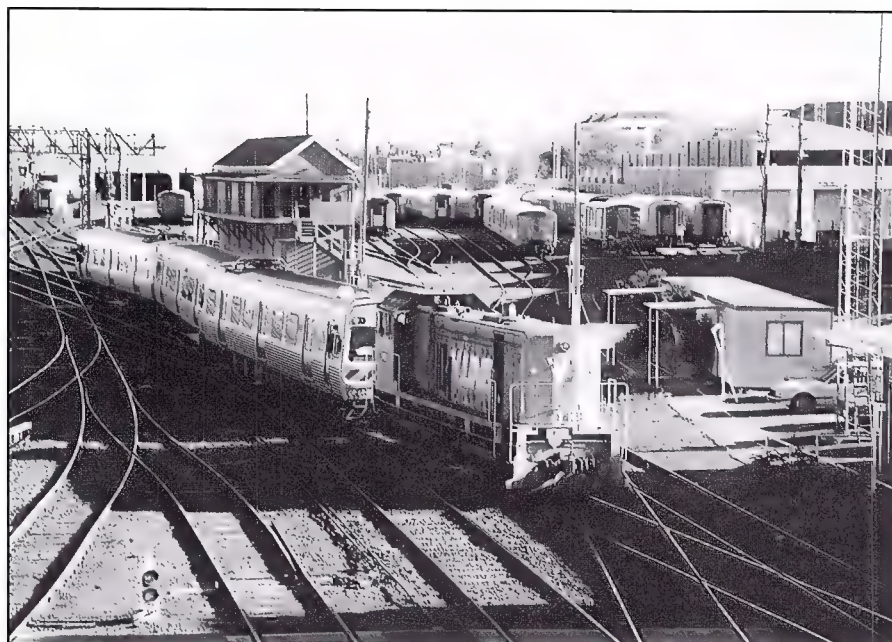
Thurs.1.8: A77-G531-X41-46 wagons (9139) at 13 58.

Fri.2.8: ALF20-25 wagons (9754) at 06 34.
G524-A79-X32-36 wagons (9139) at 13 52.
ALF20-25 wagons (9753) at 19 26.

C510-C505-442s3 haul a late running MP5/9711 superfreighter through the curves near Hesse Block Point. Sat.27.7.96 Roger Gillard



OPERATIONS



Y161 shunts a three car Comeng set past No.1 Signal Box at Spencer Street on Sat.24.8.96 *Steven Haby*

Sat.3.8: G536-H1-20 wagons (9791) at 01 23
 G539-H3-20 wagons (9792) at 01 47.
 C508-C502-C505-56 wagons (9801) at 11 41.
 Sun.4.8: C506-C503-C509-52 wagons (9804) at 16 58.
 Mon.5.8: BL26-BL29-G529-54 wagons (9801) at 11 31.
 A81-G515-X32-24 wagons (9139) at 12 47
 BL31-C502-C509-57 wagons (9804) at 16 26
 C503-C506-C509-45 wagons (9701) at 20 20.
 Tues.6.8: G539-G535-X38-18 wagons (9791) at 00 19.
 BL31-C502-442s1-40 wagons (9801) at 11 52
 BL30-C504-C507-50 wagons (9804) at 17 30
 Wed.7.8: A81-G527-X32-26 wagons (9139) at 14 33.
 C505-C508-442s3-49 wagons (9804) at 18 00.
 Thurs.8.8: G539-H3-20 wagons (9791) at 01 05
 BL33-442s3-BL31-47 wagons (9801) at 13 10.
 A70-G527-X34-T390-34 wagons (9139) at 13 48
 BL27-X40-51 wagons (9701) at 22 25.
 Fri.9.8: G534-T390-13 wagons (9152) at 02 20.
 ALF23-43 wagons (9754) at 06 44.
 ALF23-49 wagons (9753) at 20 33.

Sat.10.8: BL31-BL27-X40-46 wagons (9702) at 10 30.
 BL35-C509-442s1-49 wagons (9804) at 17 15.
 Sun.11.8: BL35-C509-442s1-43 wagons (9801) at 11 59.
 Mon.12.8: BL29-C502-22 wagons (incl. SA railcars 3027-3028) (9801) at 11 55.
 G515-A73-X41-B61 (WCR)-23 wagons (9139) at 13 45.
 BL28-C501-C505-58 wagons (9804) at 15 24.
 Tues.13.8: G512-G531-S302 (WCR)-24 wagons (9152) at 02 16.
 BL35-C509-442s1-44 wagons (9804) at 15 44.
 G511-Y110, light engine at 21 35.
 Wed.14.8: BL35-442s1-49 wagons (9801) at 12 40.
 G534-X41-G527-20 wagons (9121) at 14 46.
 BL34-C507-C504-35 wagons (9804) at 17 49.
 Thurs.15.8: G514-G511-G526-B61 (WCR)-28 wagons (9152) at 01 54.
 BL27-BL31-C505-50 wagons (9804) at 16 23.
 Fri.17.8: BL26-442s1-42 wagons (9712) at 04 24.
 CLF4-29 wagons (9754) at 05 49.
 Sat.17.8: G513-G511-T409-S311 (WCR)-41 wagons (9152) at 00 41.
 G537-C505-C510-38 wagons (9804) at 17 47.
 C506-442s1-33 wagons (9701) at 19 44.

NORTH WEST — Mildura

MILDURA: Y165 was withdrawn from Mildura area pilot duty and departed on Mon.22.7 on 9140 goods. X34 and X37 have been modified for shunting and carry out this task on alternate days, running 9142 goods to Melbourne and 9141 goods return the following day.

G class locos have been noted occasionally, replacing 2nd and 3rd series X class. X49-X53 and X50-X51 are combinations that have been noted during July as double X class run the 9140 goods to Dynon and return 9151 goods.

B256, a four-wheel wagon, has been standing in the carriage shed at Mildura following the demise of the *Vineland*. This wagon was set aside off-register for the use of the car cleaners and has fluorescent lights installed for their convenience. On Mon.29.7 it was removed by road transport to the Castlemaine & Maldon Railway.

Louvre van VLEX862 was noted at Mildura with a white code board and black lettering, the reverse of the norm.

NORTH — Swan Hill - Echuca

ECHUCA: Rest in Peace Frank Sutton.

BENDIGO:

Loco depot visits:

Sun.4.8: A70, A79, N463, P14, S301, S306, S307, S310, X39, Y118.
 Sun.11.8: A81, N463, S301, S306, S307, S310, X32, X37, Y118.
 Sun.18.8: A73, N466, P16, S301, S306, S307, S310, X44, Y118.
 Sun.25.8: A81, N466, P13, S301, S306, S307, S310, X36, Y118.

On Mon.5.8 G526-10xVHGF arrived on train 9077, conveying rice from Tocumwal to Echuca. G526 was the first of its class to be authorised to run between Albion and Castlemaine.

Maryborough - Swan Hill goods (9081). (Bendigo 21 20 - 02 30):

Thurs.1.8: A77-6 wagons arrived 21 17.
 Fri.2.8: G524-A70-21 wagons arrived 21 34.
 Mon.5.8: A81-G515-21 wagons arrived 21 00.
 Tues.6.8: A70-22 wagons arrived 20 59.

OPERATIONS



The Council of Tramway Museums of Australasia (COTMA) operated a tour utilising a two car restored electric set to coincide with their conference recently. Tait motor 327M and swing door motor 107M stand in the former APM siding at Fairfield. Sun.8.9.96 *Steven Haby*

Thurs.8.8: A70-G527-13 wagons arrived 21 07.
 Fri.9.8: A81-X32-33 wagons arrived 21 01.
 Mon.12.8: A73-16 wagons arrived 21 00.
 Swan Hill - Corio goods (9280). (Bendigo 17 15 - 19 20):
 Thurs.1.8: A79-9 wagons-6 tanks departed 19 23.
 Fri.2.8: A77-14 wagons-3 tanks departed 19 16.
 Mon.5.8: A79-X39-11 wagons-5 tanks departed 18 58.
 Tues.6.8: A81-X44-19 wagons-9 tanks departed 20 10.
 Wed.7.8: A70-T409-19 wagons-4 tanks departed 19 14.
 Thurs.8.8: A81-X36-10 wagons-17 tanks departed 19 26.
 Fri.9.8: A70-8 wagons-5 tanks departed 19 19.
 Mon.12.8: A81-9 wagons-7 tanks departed 19 45.

Tues.13.8: A73-29 wagons-6 tanks departed 19 17.
 Thurs.15.8: X43-A73-36 wagons-3 tanks departed 20 24.
 Fri.16.8: A81-15 wagons-2 tanks departed 19 09.
 Mon.19.8: A73-34 wagons departed 19 15.
 Tues.20.8: P18-10 wagons departed 19 20.
 Wed.21.8: X42-A73-34 wagons-3 tanks departed 19 10.
 Thurs.22.8: A78-15 wagons-4 tanks departed 19 27.
 Fri.23.8: X34-A73-5 wagons-2 tanks departed 19 20.
 Deniliquin - Melbourne goods (9084). (Bendigo 19 35 - 20 30):
 Thurs.1.8: X49-X42-X37-P17-47 wagons departed 21 30.
 Fri.2.8: N460-X36-P15-39 wagons-3 tanks departed 19 57.
 Mon.5.8: G526-A70-P14-T408-30 wagons departed 19 37. The G

returning after arriving on 9077 that morning.

Tues.6.8: A73-X36-P18-33 wagons departed 20 50.

Wed.7.8: G531-X41-P17-48 wagons departed 20 26.

G531-20 VHGF arrived on 9077 earlier that day at 08 24.

Thurs.8.8: X47-A79-X33-P11-47 wagons departed 20 20.

Fri.9.8: G524-X41-P15-42 wagons departed 20 00.

G524 stalled between Castlemaine and Bendigo on 9077 earlier that morning and was assisted into Bendigo by A79.

Mon.12.8: X37-P14-17 wagons departed 20 21.

Tues.13.8: X47-X36-X31-P11-40 wagons departed 21 00.

Wed.14.8: X37-A81-X39-P17-31 wagons departed 19 06.

Thurs.15.8: G512-P14-34 wagons departed 21 11.

Fri.16.8: X39-P19-T396-23 wagons departed 20 25.

Mon.19.8: G511-X44-T392-P16-H4-29 wagons departed 20 26.

Tues.20.8: X39-A78-26 wagons departed 20 10.

Thurs.22.8: X36-X31-P19-T409-32 wagons departed 20 15.

Fri.23.6: X43-X39-P18-25 wagons departed 20 43.

NORTH EAST - Strathmerton - Albury

MANGALORE: Very little of interest on the broad gauge except for a couple of sightings of X class locos on the up Albury and Shepparton pass.

The standard gauge continues to be ordinary but there have been a few sightings of interest:

G512, G514, Y174, N470, A66, T388 and G528 stand around the turntable at Geelong loco depot. Sat.17.8.96 *Roger Gillard*



OPERATIONS

Sat.15.6: G520 -42215-42216-42205 on
a down goods at 17 32.

Tues.18.6: G517-Y151, down goods
at 08 10.

Wed.19.6: 8169-42211-G528-G518, up
goods at 08 50.

Fri.21.6: 8169-G-8175, up goods at
09 45.

Thurs.18.7: 8168-Y-X, up goods at
12 52.

Wed.31.7: 8179-42219-42212, up
goods at 09 52.

EAST — Sale - Bairnsdale

WARRAGUL: Rest in Peace Colin
Ramsay.

METROPOLITAN

LONG ISLAND STEEL TRAIN:

Sightings at Frankston, see
accompanying table.

STONY POINT PASS.

CHANGEOVERS:

Tues.21.5: X42/A73

Fri.24.5: A73/X34

Tues.28.5: X34/A79

Fri.31.5: A79/A71

Tues.4.6: A71/A73

Fri.7.6: A73/X42

Tues.11.6: X42/A62

Fri.21.6: A66/X36

Tues.25.6: X36/A73

Fri.29.6: A73/X42

Tues.2.7: X42/A60

Fri.5.7: A60/X42

Tues.9.7: X42/A77

Fri.12.7: A77/X36

Tues.16.7: X36/A85

Fri.19.7: A85/X31

Tues.23.7: X31/A78

Fri.26.7: A78/X44

Tues.30.7: X44/A71

Fri.2.8: A71/X44

Tues.6.8: X44/A77

Fri.9.8: A77/X36

TOTTENHAM SIGHTINGS:

Friday 16 August: (N) northbound,
(W) westbound, (U) up, (D) down.

17 05: 8167-42209-42210-43 wagons
(N).

17 23: G536-21 wagons (N).

17 52: CLF4-28 wagons (W).

17 57: T390-T392-26 wagons (U).
b.g. grain.

18 00: 8179-20 wagons (N).

18 23: XPT (N).

18 47: G540-G530-42 wagons (W).

19 02: BL30-BL35-53 wagons (W).

19 17: G517-G525-33 wagons (N).

19 48: G515-X43-42 wagons (D). b.g.

20 07: A66-Y171-18 wagons (D). b.g.

20 22: XPT (N).

20 37: CLP17 (W). *Overland.*

21 17: A85-P13-21 wagons (U). b.g.

21 23: BL29-BL32-40 wagons (W).

21 28: G518-6 wagons (N).

21 37: A81-17 wagons (U). b.g.

22 29: G536-20 wagons (W).

LONG ISLAND STEEL TRAINS

Date	Loco(s)	Train	Wagons	Time
Mon.20.5:	377(GN)-T396	9553	23	12 50
	T396-377(GN)	9556	35	17 30
Tues.21.5:	377(GN)-T396-T400-X48	9551	35	11 15
	X48-T400-T396-377(GN)	9554	37	15 00
Wed.22.5:	X46-X52-X54	9554	35	08 15
	X43	9553	18	12 15
	X43	9556	33	15 35
Fri.24.5:	377(GN)-T396-T400-X48	9554	37	08 15
Mon.27.5:	X54-X52-X46	9553	15	12 15
Wed.29.5:	X36	9556	35	15 40
Sat.1.6:	X46-X54-X52	9553	20	11 30
Wed.5.6:	377(GN)-T400-T408-X48	9554	35	10 15
	X44	9553	20	12 15
	X44	9556	35	15 35
Fri.7.6:	X46-X48-T408-T400	9555	35	20 30
Sat.8.6:	X48-T408-T400	9553	10	11 30
Fri.14.6:	X49-T400-X46	9556	30	15 35
	X54-X52-T408	9555	31	20 25
Sat.15.6:	X37	9553	20	11 30
Wed.19.6:	X48-X46	9553	23	12 15
Thurs.20.6:	X52-X54	9553	18	12 10
Fri.21.6:	X48-X46-T408	9555	32	20 05
Sat.22.6:	T400-X54-X52	9554	32	09 00
Mon.1.7:	X44	9556	30	15 30
Tue.2.7:	X48-X46	9553	21	12 15
Wed.3.7:	X54-X52-T400	9553	20	12 15
Thurs.4.7:	X48-T409	9553	23	11 35
Fri.5.7:	X50-T409-X48	9554	22	08 10
Sat.6.7:	X48-X50	9553	25	11 30
Wed.10.7:	X50-T379-X48	9554	33	08 10
	X52-T400	9553	18	11 25
Sat.13.7:	T379-X48-X50	9553	23	11 30
Sun.14.7:	X47-X50-T379	9553	30	15 05
Mon.15.7:	T379-X47	9556	30	12 55
Wed.17.7:	X52-X54	9553	18	12 20
Thurs.18.7:	X48-X46-T400	9554	30	08 20
Fri.19.7:	X48-X46-T379	9554	29	08 10
Thurs.25.7:	X46-X48-T379	9553	25	12 20
	T379-X46	9556	30	15 25
Fri.26.7:	T400-X52-X54	9555	30	21 40
Mon.29.7:	X54	9556	30	15 35
Sat.3.8:	X46-X48	9553	23	10 45
Tue.6.8:	A62-X42-X48	9553	23	12 25
Wed.7.8:	T374-X54-X52	9554	30	08 10
	X48-X46	9553	17	11 17
Thurs.8.8:	X31	9553	20	12 15
	X31	0556	—	15 15
Fri.9.8:	T400-X48-X46	9554	30	08 10
Sat.10.8:	X48-X46	9553	23	11 30
Mon.12.8:	T400-G526	9554	33	08 13
	X48-X46	9553	15	12 15
Tues. 13.8:	X54-T374-X42	9554	26	08 14
Wed.14.8:	X42-X43-T374	9554	30	08 12
Thurs.15.8:	T374-X54-X52	9554	30	08 10
Sat.17.8:	T374-X54-X52	9554	30	08 00
	X48-X46	9553	20	11 30



WODONGA AREA

- Above: Wodonga and the sidings in the nearby area, Bandiana (now standard gauge only) and Wodonga Coal Sidings provide interesting local workings. Y125 shunts a bulk cement wagon which will be marshalled onto 9250 goods to North Geelong which will depart after sunset
- Below: On the same day, Y125 shunts a rake of oil tanks at Wodonga Coal Sidings. These tanks will also depart on 9250 up goods. Wed.20.3.96 Both photos David Dunn



WORKS

A round-up of News, Tenders and items from the Weekly Operational Notices

WEEKLY OPERATIONAL NOTICES

ARARAT: The derail block, previously located at the down end on No.6 track has been relocated 30 metres in an up direction. WON28/96.

BALLAN: As at Sun.16.6 the signalling and associated interlocking machine at Ballan was abolished.

The automatic and track control single line section became Bank Box Loop - Bungaree Loop. WON25/96.

COWANGIE - PINNAROO: On Thurs.25.7 the train staff and ticket section Cowangie - Pinnaroo was replaced by the section Cowangie - Panitya. The portion of line extending beyond Panitya on the down side from km 601.511 had been previously closed to traffic on 27 June. WON30/96.

DONNYBROOK LOOP: On Wed.21.8 a co-acting signal was provided for home signal DBK2. This signal is situated 11.2 metres to the east of the home arrival signal. WON33/96.

FLINDERS STREET: As from Mon. 12.8 access from the Burnley viaduct to No.5 platform was abolished. No.5A track, between platforms 5 and 6 was also abolished. WON 33/96.

GHERINGHAP: As from Mon.8.7 Electronic End of Train Detection (TAILS) was provided in the broad gauge crossing loop. WON29/96.

MOOROOLBARK - CROYDON: On Sun.4.8 the Passenger Information System was commissioned at these stations. WON31/96.

PORTLAND: On Sun.4.8 a motorised cable tram 'grip' car will undergo trial operations on the main line within the Portland station limits between the Julia Street level crossing and signal post 3.

The tram is not permitted to proceed beyond signal posts 14 and 3. WON31/96.

REDAN: On Wed.12.6 the down semaphore home signal applicable to the Abbatoir sidings was abolished. WON25/96.

ROBINVALE: On Mon.1.7 the locking bars and pins on the up and down end hand points in No. 2 track and the

down end points in No.1 track were removed from service. WON27/96.

SEYMOUR - DYSART: From Thurs. 25.7 the following alterations were made to signalling at Dysart and Seymour:

- Illuminated 65 km/h indicators fitted to down automatic signal 2 and down home signal 4 at Dysart.
- Illuminated route indicators were fitted to down home departure signal 36. Both indicators are fitted at

the top of the signal mast above the signal lights.

- When the route is set for the Goulburn Valley line, the illuminated letters GV will be displayed in conjunction with the normal speed indication.
- When the route is set for the north east line the, illuminated letters NE will be displayed in conjunction with the medium speed indication. WON31/96.

A new electric departure signal stands adjacent to the semaphore on post 17 at North Geelong C box, prior to commissioning. Sun.14.7.96 Steve Munro



WORKS



N456-N451 arrive at Shepparton with 8307, the morning passenger from Melbourne. The train is passing over newly installed trackwork. Tues.20.8.96 Bill Ludlow

SHEPPARTON: The following alterations have taken place:

- The down dwarf signal on post 6 has been abolished.
- The up dwarf signal on post 8 has been abolished.
- The down home signal on post 11 has been abolished.
- The home signal on the left hand bracket of post 12 has been abolished.
- The connection between No.1 track and the Dookie line and the loco siding and points C, E and G have been abolished.
- The existing plunger locked points D have been relocated 60 metres further in an up direction and renamed C points.
- The hand points leading from No.2 track to the main line have been provided with a plunger lock and named D points. WON27/96

SUNSHINE - DEER PARK: On Wed.26.6 the pilot staffs applicable to the north and south lines between Sunshine and Deer Park were removed from service. WON27/96.

WARRENHEIP: The mechanical signalbox and all associated signals and point work have been abolished. WON30/96.

DROUIN STATION UPGRADE

Upgraded facilities at Drouin station were officially opened by the Minister for Public Transport, at a ceremony held at 11 00 on 26 July, in front of approximately 30 invited guests, in-

cluding Federal and State politicians. The works undertaken at this station were:

- The large station office located at the Melbourne end of the building was converted to a passenger waiting area. Previously passengers waiting for trains used the former Signal Bay fitted out in a makeshift fashion with seats.
- Access from the pedestrian subway to the waiting area is through a new set of swinging entrance doors provided in the wall at the Melbourne end of the building. The waiting area can also be accessed directly from the platform through existing doors located on each side of the building.
- The waiting area is carpeted and new padded seats provided. A new internal wall with a booking window featuring a stainless steel counter and a roller screen were provided at the Sale end of the waiting area.
- The station was repainted internally and externally in the new standard V/Line Passenger station colours of wheat (similar to a cream) and heritage red with white trim. New blue and red station signage was provided.
- The steel ticket barrier gates that had been in storage at the station were re-instated.
- The bitumen platform surface was re-sealed for the full length of the platform. This work was completed on 11 July. A layer of fresh gravel was also spread on the unsealed sections of platform at the Melbourne and Sale ends of the building.

- The opening in the platform face where the signal rodding used to pass through was blocked off.
- Five concrete light poles were erected in the car park on the northern side of the line to improve the lighting in this area. The lighting in the subway was also upgraded.
- The bitumen surface of the access road to the car parking bays located on the northern side of the line was re-sealed and additional crushed rock laid in the parking bays.
- The area surrounding the car park, as well as the shallow cutting on the down side of the platform was landscaped.
- A large illuminated sign was erected in the main street at the entrance to the station.

V/Line Passenger provided a sausage sizzle for passengers using the station between 06 00 and 10 00 on the morning of the official opening and a local radio station did a live transmission from the station at approximately 06 30.

CCTV AT SPENCER STREET STATION

Work commenced in July on installing CCTV cameras at Spencer Street on suburban platforms 9 to 14 and in the subway between the suburban ticket barriers and the base of the ramps leading to the platforms. The cameras in the subway supplement those installed in the early 1990s as a part of the Travel Safe program.

The first site to receive the cameras were platforms 9 and 10, and all appear to have been in position by 5 August.

ROLLINGSTOCK

A Monthly update of Locomotive and Rollingstock news

CARRIAGES

BZN CARS: The five BZN carriages converted from BZS cars currently in traffic were outshopped from Newport Workshops on the following dates:

9 March 1995: 275BZN. Outshopped in orange and grey to match the N set to which it would be attached i.e. N19, 57ACN (H)-56BRN (H)-55BN (H). This was the last V/Line Passenger carriage to be painted in these colours.

All BZN cars require head end power (HEP) to work the airconditioning and lighting and do not have batteries to power these systems if the HEP fails.

11 July 1995: 276BZN. Outshopped in red, white and blue.

19 December 1995: 272BZN. Outshopped in red, white and blue.

1 April 1996: 273BZN. Outshopped with the modified red, white and blue colour scheme that features an additional blue and white stripe on the bottom of the car body.

24 May 1996: 271BZN outshopped.

H CARS — PAINTING: FLH33; 173BTH-153BH-193BIH-133BCH, was repainted at Newport Workshops in the V/Line Passenger red, white and blue in June.

This is the second H set to receive this livery, the first being FSH22; 162BTH-142BH-182BIH-122BCH, which was painted in December 1995.

LOCOMOTIVES

STORED LOCOS: Further to the list published on p. 249, August issue.

T360: Scrapped by Commercial Scrap Metals (CSM).

T367: ARHS Museum.

T368: Scrapped by CSM.

T372: Scrapped by GNRS. Components for J102.

T383: GNRS.

T384: Scrapped by CSM.

T386: Scrapped by GNRS.

T393: Scrapped by CSM.

T394: Scrapped by CSM.

T410: Scrapped by CSM.

Y140: Scrapped by CSM. (Last of the class in VR livery.)

Y149: Scrapped by CSM. (refer Y class section.)

CSM have also scrapped B82, S309, Y140 and Y173.

GREAT NORTHERN RAILWAY SERVICE: This group operate the following locomotives:

T373.

T376.

T377.

T381.

J102. (Equipped for DOO.)

J103.

J105. (Temporarily out of service.)

The Rail Technical Support Group, responsible for shunting and maintenance of the *Overland*, operate J104.

Nothing to do on

TUESDAY NIGHTS?

Why not visit the ARHS Archives on the down platform at Windsor from 8 p.m.?

See you there!

Excursion carriage BK711, at Spencer Street station on Sat.24.8.96, in the consist of the ARHS 'Western Steam Supreme' tour to Ballarat *Steven Haby*



MAIL VAN

A selection of the month's Letters to the Editor

Mr Ray A Ryan writes further on his recollections at Jolimont Workshops:

When I started at Jolimont Workshops in July 1950, all the railmotors were attended to there. The west half of 18 road (see NEWSRAIL December 1995, p. 376 and 377) in the lifting shop was set aside for this purpose and it was common to see the various types on the same road.

I clearly remember seeing a Leyland, Dodge car, AEC and Petrol Electric, all being worked upon, with a couple of Walkers and an AEC out the front.

At times their trailers accompanied them to Jolimont and I can recall the AEC trailers looked as if a good gust of wind would blow them over.

Although the AEC's were of a spartan design, they had the most comfortable seating. The seat frames and sides were of cane with highly sprung cushions and backs. Before these motors were scrapped, a couple of the seats found their way into the Inspection Shop on 6 road wall, where the men sat on them at lunch time.

Both Leyland and AEC carried a red and silver stripped front and as in the Leyland, the driver sat in the middle of the compartment. He had a canvas cover which was thrown across the bonnet when the motor was stabled and I presume this also doubled as protection from dust when operating in the Mallee.

The Leyland was a double-ended car with end and centre doors, the end doors having steps. It had both first and second class seating with the 63kW (80 bhp) engine located under the frame.

It was strange to sit in the driver's seat of the Dodge car and not have a steering wheel. The car had a roof rack and taildisc and was covered in yellow and black stripes from which its nickname The Tiger emanated. As well, it pulled a striped four-wheeled covered truck which was tapered up to the top centre somewhat like a tent with a lift-up door hinged at the top.

For some years two of these trucks sat at the east end of 14 road in the Inspection Shop, one being used as a shower stand which the men used at the end of their shift.

An unusual feature of the Dodge was the turntable it had underneath which was operated by the driver. It allowed the car to be lifted just enough

to clear the rails and be turned for the return journey.

The petrol-electric, when started in the shop made a heck of a noise, in fact the exhaust stains could be seen built up over the years on the high roof of the Lifting Shop.

The conversion from petrol-electric to diesel-electric was carried out at Jolimont in the early 1950s under the supervision of foreman Albert Scott. The PE, as a matter of interest, used the same type of air compressor as the Tait and swing-door electric trains.

For about two years, from 1950 to 1952, the first PE, No.55, sat on timber trestles in the middle of 16 road whilst extensive work was carried out before returning it to running.

Percy Scott and Jack 'Bluey' Arbuthnot were two very skilled engine metallers and it was those two who re-metalled connecting rods, big and little end bearings and suspension brasses for electric stock.

The Walker railcars provided a new look with the blue and silver livery and better passenger comfort fitments plus various colour photographs taken from around the state. Strangely the three different types, although introduced to replace the earlier PE motors, never outlasted them.

The 280 h.p. articulated type usually had problems with the centre engine unit but they seemed to provide a reasonable service. Whenever a dent appeared on the light metal cow-catcher of the Walkers, a remark was usually passed 'that it probably hit a rabbit'. Railmotors were forbidden to travel without cow-catchers unless especially authorised and boilermaker Ted 'Baldy' Davis was usually given the task of straightening and repairing

the damaged cow-catchers. He never did enjoy repairing the very much heavier ones from the PE's.

On occasion the railmotors used the test track for various purposes. This track began just east of the Jolimont sub-station and stopped just short of Punt Road. It ran on the south side of the Sandringham to Essendon running lines. A few yards in front of the workshops on 18 road, a short timber platform with a lock-up tin shed was provided for further work on the motors and an underground fuel tank was located next to the platform.

Whenever a railmotor became disabled at a country location, a fitter or perhaps two would travel to the site to carry out repairs. If major repair was necessary the unit would be hauled to Jolimont.

A list of men, fitters and fitters assistants, who worked on the railmotors from July 1950 to the transfer of the railmotor depot to Spencer Street about 1960 included Albert Scott, foreman, fitters Arch Haddow, Alan Smith, Arthur Garratt, Jack Mallon, Brian Forrest, Eric Daw, Jack Jenkins, Ian Fella and Mac Hodson.

Fitters assistant Tom Judge drove the motor on the Tallangatta line for many years and some motor drivers, who had been involved in level crossing accidents, also worked as assistants until they were ready to drive again.

Although Jolimont Workshops were recognised as repair and paint shops for the electric rollingstock and railmotors, the hearse vans used for the Fawkner and Springvale cemeteries were also maintained there. A photograph of a hearse van shows JP 3/38 and JL 8/33, Jolimont Painted and Jolimont Lifted, dates on the underframe.

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SCT TRAIN

- Above: CLF7-GM43-CLP11 power a lengthy 6PM9 SCT freight away from Bolivar Loop (SA) on Sun.8.9.96
- Below: After a change of motive power at the Dry Creek Motive Power Centre, G529-G542-G537 depart Keswick a couple of hours later with the same train *Both photos Roger Evans*



TAILDISC

Reviews, amendments, queries, bits and pieces and the odd spot

BOOK REVIEW

COUNTRY RAILWAYS: Text by Paul Atterbury with photographs by Ian Burgum. Published by Weidenfeld & Nicholson, distributed by Allen & Unwin. RRP \$34.95. Reviewed by L C Haeusler.

This is a British book about the many country lines that zig-zag throughout the United Kingdom.

The text is by the very talented Paul Atterbury. His five page introduction is very well executed and is one that will hit home hard and touch the hearts of anyone even remotely interested in railways.

In fact there is an essence of *deja vu* present, this book could easily be about Australian country lines!

The following excerpts from his introduction illustrate.

'The book explores both the real country railway, struggling to survive against the odds and the preserved version, a nostalgic journey of the imagination . . . Everyone and everything travelled by train and the train was the backbone of both the national and local economy. This pattern remained unchanged until the late 1950s, when the railways hold on the economic and social heart of the nation began to be challenged by the dramatic growth of commercial, industrial and private road transport.'

'Traffic of all types left the railways at an alarming rate. The response of the railways was rapid and radical . . . secondary and country routes, then deemed to be irrevocably uneconomic were ruthlessly pruned as a result.'

'Large areas of Britain lost its railways . . . A key philosophy behind the building of the railways in the nineteenth century had been the establishment of a universally accessible public transport system. This concept was cast aside, often in the interests of political expediency and short term financial gain . . .'

'As a result, many preserved railways exist as a type of museum or entertainment centre, with a length of track going nowhere in particular and make no attempt to operate a viable transport system. The point, is always the journey, not getting there . . . It is quite possible that the railway map of Britain

in the near future will include only the expensive main lines and a plethora of preserved lines!'

Are we still talking about Britain's railways?

The book details the history and present state of various country lines, whether commercially operated or under the umbrella of a preservation society.

The regions covered range from the West country and the South, through to the preserved North Yorkshire Moors railway and Ravenglass & Eskdale railway of the North and finish off in Scotland. A great education for those who know nothing about British railways.

The parallels of photographic material emphasises the impact Britain, naturally, had on Australia's railways in the form of intricate 'work of art' tunnels, bridges, stations and the relevant infrastructure. This can be seen here in its best form along the Melbourne - Bendigo line and scattered throughout New South Wales.

The full colour 'arty type' photographs tend to place the emphasis on the landscape, the various railway buildings, infrastructure, the human element and 'where you can go by train', rather than locomotives and the trains themselves but there is

still plenty of those throughout to satisfy.

The only main fault of the book is the lack of maps, even in very basic form.

This is an ideal 'coffee table' book, not only for rail enthusiasts or anyone who may only slightly enjoy the passing of a train but also for those who appreciate excellent photography and history and who may like to travel the UK by train from the comfort of their lounge chair.

RUMOUR FILE

Met Trains may be taking over interurban services and all long distance rail travel may be placed in the hands of private operators.

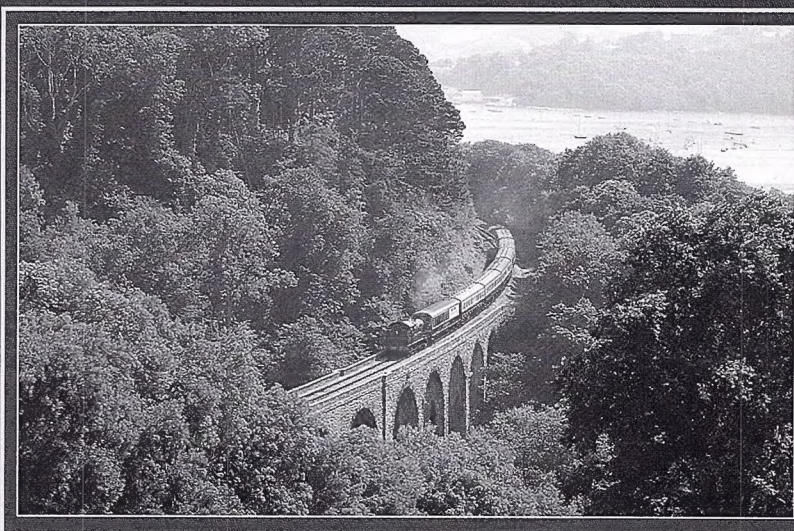
CORRECTION

September: Carriages — H Car doors; only 186BIH has the new doors. The others listed still have their original doors.

ODD SPOT

A Japanese businessman, determined to get to a meeting on time, pressed an emergency button and stopped his train. He missed his meeting and is now in jail.

COUNTRY RAILWAYS



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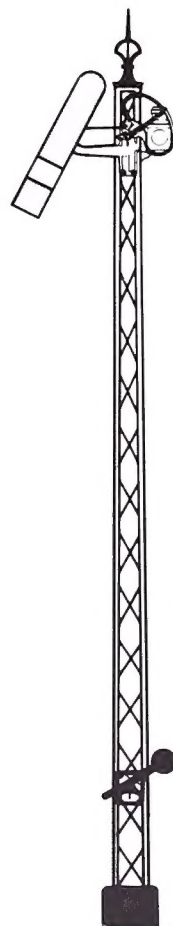
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